



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# LEGISLATIVE HISTORY

## 2003-2004 State and Federal Legislative Session

July 1, 2003

### Index

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#### State Assembly Bills

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
AB 33	Samuelian	San Joaquin Valley Project Acceleration Program				Watch		1
AB 45	Simitian	Cell Phone Restrictions						1
AB 98	Koretz	Public Transit Worker Meal and Rest Breaks						1
AB 114	Nakano	Hybrid Vehicle Access to Carpool Lanes					Neutral	1
AB 139	Corbett	Transportation Needs Assessment						1
AB 198	Nation	Toll Bridges and Highways: Payment Device	Support			Watch		2
AB 204	Nation	\$4 Vehicle Registration Fee: Coastal Conservancy Clean Water Fund						2
AB 231	Steinberg	CalWORKs: Exemption of Motor Vehicle Value	Support					2
AB 235	Cogdill	School Transportation						2
AB 332	Mullin	Airport Land Use Commissions						3
AB 420	Longville	Congestion Management Program: Welfare-to-Work Transportation Programs				Watch		3
AB 427	Longville	Local Transportation Sales Tax: Removal of 20-Year Limit	Support				Support	3

MTC – Metropolitan Transportation Commission  
CSAC – California State Association of Counties

ABAG – Association of Bay Area Governments  
LCC – League of California Cities

BAAQMD – Bay Area Air Quality Management District

**State Assembly Bills** (cont'd)

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
AB 443	Matthews	Rural Transit System Grant Program						3
AB 463	Oropeza	Transit Facilities: Infill Housing						3
AB 467	Dutra	Ticket Machines						4
AB 531	Kehoe	Community Infrastructure Bond Act of 2004					Support	4
AB 557	Lowenthal	Right of Way for Buses				Watch		4
AB 574	Yee	San Francisco Vehicle Registration Fee: Local Streets and Highways						4
AB 594	Leno	Creation of Bicycle Lanes: California Environmental Quality Act (CEQA) Exemption	Support and Seek Amendments					5
AB 626	Liu	Fifteen-Passenger Vans	Oppose Unless Amended					5
AB 646	Mullin	Local Agencies: Revenue Sharing						5
AB 684	Dutra	Public Transit Smart Cards						5
AB 723	Matthews	Jobs-Housing Opportunity Zones		Support				6
AB 729	Lieber	Bay Area Air Quality Management District			Oppose Unless Amended			6
AB 829	Salinas	Regional Planning: San Francisco Bay Area		Support in Concept				6

**State Assembly Bills (cont'd)**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
AB 875	Wyland	Fuel Tax and Sales Tax on Gasoline: Return to Source Allocation Formula; Restriction of Expenditures to Highway Construction						6
AB 935	Diaz	Santa Clara Valley Transportation Authority: Benefit Assessment Districts	Support					7
AB 980	Salinas	Housing Element: Self-certification					Support	7
AB 1004	Leslie	Public Transit Operators: Service Cuts				Watch		7
AB 1011	Richman	California Twenty-First Century Infrastructure Investment Fund				Watch	Support	7
AB 1065	Longville	Local Sales and Use Tax: County Rate						7
AB 1158	Lowenthal	General Plans: Housing Elements				Support	Support	8
AB 1221	Steinberg	Local Sales Tax/Property Tax Swap						8
AB 1268	Wiggins	Land Use: Growth Zones						8
AB 1279	Horton	HOV Lanes: Transportation Planning Agency Authority						9
AB 1320	Dutra	Transit Village Plan Design				Watch	Neutral	9
AB 1409	Wolk	Bus Length Limitation: Bike Racks	Support		Support			9
AB 1410	Wolk	Surplus Land: Transit Stations						9
AB 1487	Levine	Sales and Use Tax: Infrastructure Projects						9
AB 1500	Diaz & Pavley	Petroleum Pollution Cleanup and Prevention Act			Support			10

**State Assembly Bills (cont'd)**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
AB 1546	Simitian	San Mateo County: Vehicle Fee						10
AB 1717	Assembly Transp. Committee	Seismic Retrofit Reporting Requirements						10
AB 1718	Assembly Transp. Committee	Omnibus Transportation Bill						10
AB 1751	Assembly Transp. Committee	Transportation Finance						10
ACA 7	Dutra	Local Transportation Taxes: 55% Vote	Support and Seek Amendments			Support	Support	10
ACA 9	Levine	Special Tax: Majority Vote Threshold	Support			Support	Oppose Unless Amended	10
ACA 11	Levine	Local Government: General Obligation Bonds for Infrastructure				Support		11
ACA 14	Steinberg	Special Taxes: Vote Threshold						12
ACR 39	Chan	San Francisco-Oakland Bay Bridge Bicycle Path	Support					12

## State Senate Bills

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
SB 7X	Committee	Local and State Government						13
SB 91	Florez	High Speed Rail Authority/ Intercity Rail						13
SB 114	Torlakson	Relocation of Retailers		Watch		Support		13
SB 158	Alarcon	Displaced Public Transit Employees						13
SB 170	Torlakson	San Francisco Bay Area Infrastructure Planning						13
SB 234	Oller	Access to Carpool Lanes for Vehicles with Disability Placard						13
SB 321	Torlakson	Infrastructure Investment Bonds						14
SB 367	Sher	Bus Length Limitation: Bike Racks	Support					14
SB 380	McClintock	High-Occupancy Vehicle Lanes: Study						14
SB 465	Soto	Transit Village Plan: Design				Watch	Support	15
SB 509	Figueroa	State Highway Route 238						15
SB 541	Torlakson	Motor Vehicle Fuel Tax Increase	Support			Support	Support	15
SB 585	Soto	Freight Movement Bond Act						15
SB 708	Florez	Air Pollution: Motor Vehicles			Support			16
SB 760	Scott	Lease/Leaseback Transactions	Support					16

**State Senate Bills (cont'd)**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
SB 795	Karnette	Motorist Aid Program	Support			Watch		16
SB 825	Torlakson	Bicycle/Pedestrian Funding			Support			16
SB 915	Perata	San Francisco Bay Area Water Transit Authority				Watch		17
SB 916	Perata	Bridge Toll Increase: State-Owned Bay Area Bridges	Support and Seek Amendments		Support			17
SB 924	Karnette	California Freight Advisory Commission				Watch		18
SB 957	McClintock	Highways: Transportation Gridlock Emergencies						18
SB 963	McClintock	State Transportation Improvement Program Process						18
SCA 2	Torlakson	Local Transportation Taxes: Majority Vote	Support and Seek Amendments	Watch		Oppose Unless Amended	Oppose	18
SCA 7	Murray	Loans of Transportation Revenues	Support			Support	Support	19
SCA 11	Alarcon	Local Government: Special Taxes and General Obligation Bonds						19

**Federal Bills – House**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
H.R. 1052	Blumenauer	Transportation Fringe Benefit: Bicycle Commuting						20
H.R. 1148	Millender-McDonald	Public Transportation Systems Vulnerability Assessment and Reduction Act of 2003						20
H.R. 1394	Johnson	Promoting Intermodal Passenger Transportation						20
H.R. 1491	Oberstar	Securing Transportation Energy Efficiency for Tomorrow Act of 2003						20
H.R. 1617	Lipinski	National Rail Infrastructure Program Act						21
H.R. 1767	Kennedy	Freeing Alternatives for Speedy Transportation						21
H.R. 1980	Kilpatrick	Safety, Accountability, and Funding Efficiency for Transportation Act of 2003						21
H.R. 2088	Young	Safety, Accountability, and Funding Efficiency for Transportation Act of 2003						21
H.R. 2192	Oberstar	Surface Transportation Board Reform Act of 2003						22
H.R. 2208	Voinovich	Highway Funding Equity Act of 2003						22

**Federal Bills – Senate**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
S. 104	Hollings	National Defense Rail Act						22
S. 597	Grassley	Providing Energy Tax Incentives						22
S. 919	Burns	Railroad Competition Act of 2003						22
S. 929	McCain	Over-the-Road Bus and Security and Safety Act of 2003						22

**Federal Bills – Senate (cont'd)**

Bill	Author	Subject	MTC	ABAG	BAAQMD	CSAC	LCC	Page
S. 1072	Inhofe	Safety, Accountability, and Funding Efficiency for Transportation Act of 2003						23
S. 1090	Voinovich	Highway Funding Equity Act of 2003						23
S. 1093	Snowe	Transportation Fringe Benefit						23

*For details of important milestones during the 2003 sessions of the California Legislature and the U.S. Congress, please refer to calendars on pages 24-25.*

*Please direct questions about the History to Rebecca Long at 510/464-7889. To submit a change to the mailing list, please contact Linda Walls at 510/464-7813 or e-mail: [lwalls@mtc.ca.gov](mailto:lwalls@mtc.ca.gov). The History is also available on our Web site [www.mtc.ca.gov/whats\\_happening/legislative\\_update/luindex.htm](http://www.mtc.ca.gov/whats_happening/legislative_update/luindex.htm)*



State Assembly Bills	Subject	Status	MTC Position
<b>AB 33 (Samuelian)</b> San Joaquin Valley Project Acceleration Program	Establishes a demonstration program for the permit acceleration or environmental streamlining of state highway projects located in the San Joaquin Valley counties of Kings, Stanislaus, Tulare, San Joaquin, Madera, Merced, Fresno and Kern that meet specified criteria. Establishes a coordinated environmental review process for eligible projects in that region. (Amended 4/21/03)	Assembly Transportation Committee	
<b>AB 45 (Simitian)</b> Cell Phone Restrictions	Makes it an infraction to drive a motor vehicle while using a wireless telephone unless that telephone is designed and configured to allow hands-free operation and is used in that manner while driving unless the person operating the cellular telephone is using it to contact a law enforcement agency, or the person using the cellular telephone is an emergency services professional operating an authorized emergency vehicle. (Amended 3/12/03)	Senate Transportation Committee	
<b>AB 98 (Koretz)</b> Public Transit Worker Meal and Rest Breaks	This bill would provide that if the Industrial Welfare Commission adopts or amends an order that applies to an employee of a public agency who operates a commercial motor vehicle, it may exempt an employee covered by a valid collective bargaining agreement from provisions that relate to meal periods or rest periods. (Amended 3/12/03)	Senate Appropriations Committee	
<b>AB 114 (Nakano)</b> Hybrid Vehicle Access to Carpool Lanes	Authorizes a hybrid vehicle to be operated in a carpool lane regardless of the number of occupants in the vehicle. (Introduced 1/14/03)	Assembly Transportation Committee	
<b>AB 139 (Corbett)</b> Transportation Needs Assessment	Declares the intent of the Legislature that a statewide transportation needs assessment be conducted every 5 years. (Introduced 1/17/03)	Assembly Appropriations Committee	

State Assembly Bills	Subject	Status	MTC Position
<b>AB 198 (Nation)</b> Toll Bridges and Highways: Payment Device	Prohibits Caltrans or any other transportation agency operating a toll bridge from selling or sharing the actual driving patterns of a motorist who uses an electronic toll payment device to drive through a toll bridge, toll lane, or toll highway. The bill would authorize a transportation agency to provide aggregated traveler information from collective data relating to a group or category of users, and to share data with another transportation agency to comply with interoperability specifications and standards for electronic toll collection devices and technologies. <i>Authorizes a transportation agency to make personally identifiable information available to a law enforcement agency pursuant to a subpoena or to a peace officer in certain situations. Clarifies that a transportation agency may only store personally identifiable information for up to 60 days after an electronic toll fare billing cycle. Clarifies that a transportation agency may communicate with its subscribers about products and services through a third-party.</i> (Amended 6/02/03)	Senate Transportation Committee	Support
<b>AB 204 (Nation)</b> \$4 Registration Fee: Coastal Conservancy Clean Water Fund	Authorizes the State Coastal Conservancy to establish the Transportation Fund for Clean Water Subaccount for the nine Bay Area counties and to request the DMV to collect a fee of up to \$4 upon the registration or registration renewal of every motor vehicle registered in a participating county if at least 3 eligible counties elect to participate. The bill would require a majority vote of the county board of supervisors in order for an eligible county to participate and for the registration fee to be imposed in that county. (Amended 3/20/03)	Assembly Transportation Committee	
<b>AB 231 (Steinberg)</b> CalWORKs: Exemption of Motor Vehicle Value	Adds to resource exemptions applicable to the CalWORKs program a motor vehicle exemption; applies rules governing the resource value of a motor vehicles under the CalWORKs program to the Food Stamp Program; requires each county welfare department, to the extent allowable under federal law, to provide transitional food stamp benefits to households terminating their participation in the CalWORKs program for a period of 5 months. (Amended 4/22/03)	Assembly Third Reading File	Support
<b>AB 235 (Cogdill)</b> School Transportation	Requires the Legislative Analyst's Office to conduct a study to review the strengths and limitations of the present pupil transportation system, to consider alternative ways that transportation funds can be allocated to school districts, and to develop options for the Legislature to consider regarding changes in the current transportation funding formula. The study is required to be submitted to the Legislature by September 15, 2004. (Introduced 1/30/03)	Senate Education Committee	?

State Assembly Bills	Subject	Status	MTC Position
<p><b>AB 332 (Mullin)</b> Airport Land Use Commissions</p> <p><b>AB 420 (Longville)</b> Congestion Management Program: Welfare-to-Work Transportation Programs</p> <p><b>AB 427 (Longville)</b> Local Transportation Sales Tax: Removal of 20-Year Limit</p> <p><b>AB 443 (Matthews)</b> Rural Transit System Grant Program</p> <p><b>AB 463 (Oropeza)</b> Transit Facilities: Infill Housing</p>	<p>Requires local agencies to notify the airport land use commission and the Department of Transportation prior to overruling an airport's comprehensive land use plan, and to provide written findings for their decision. Further requires that school districts and community colleges comply with airport land use laws. (Amended 6/23/03)</p> <p>Existing law requires that a congestion management program be developed, adopted, and updated biennially for each county that includes an urbanized area. Under existing law, the program is required to contain certain elements, including a travel demand element that promotes alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots. This bill would include county welfare-to-work transportation programs among the alternative transportation methods included within the congestion management program. (Introduced 2/18/03)</p> <p>Deletes the 20-year limit on the duration of a local transportation sales tax and instead provides that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the transportation authority and approved by the voters. Provides that the tax would go into effect on the first day of the first calendar quarter commencing more than 110 days after the adoption of the ordinance. (Amended 6/24/03)</p> <p>Subject to a budget appropriation, this bill requires Caltrans and the California Transportation Commission to establish a Rural Transit System Grant Program to purchase, construct, and rehabilitate transit facilities, vehicles, and equipment, including energy efficiency retrofits, and to purchase rights-of-way for transit systems. Requires Caltrans to submit a report describing the projects funded under the program to the Legislature on or before June 30, 2004. (Introduced 2/14/03)</p> <p>Declares legislative intent to enact legislation to develop an incentive-based strategy to encourage the construction of infill housing and commercial and retail development within opportunity zones and to provide local governments with transportation funding incentives to reward the approval and construction of housing and other developments that are at or near transit facilities. (Introduced 2/14/03)</p>	<p>Senate Local Government Committee</p> <p>Assembly Transportation Committee</p> <p>Senate Third Reading File</p> <p>Assembly (Awaiting Committee Assignment)</p> <p>Assembly (Awaiting Committee Assignment)</p>	<p>Support</p>

State Assembly Bills	Subject	Status	MTC Position
<p><b>AB 467 (Dutra)</b> Transit Operators: Ticket Machines</p> <p><b>AB 531 (Kehoe)</b> Community Infrastructure Bond Act of 2004</p> <p><b>AB 557 (Lowenthal)</b> Right of Way for Buses</p> <p><b>AB 574 (Yee)</b> San Francisco Vehicle Registration Fee: Local Streets and Highways</p>	<p>Requires a transit operator that improves or replaces a ticket vending machine at a public transit station in order to include video instructions to also equip the ticket vending machine with audio instructions that enable visually impaired persons to follow the visual prompts. (Amended 6/26/03)</p> <p>This bill would enact the Community Infrastructure and Economic Development Bond Act of 2004, which, if adopted, would authorize the issuance, for the purposes of financing local infrastructure and economic development projects, of bonds in the amount of \$10 billion pursuant to the State General Obligation Bond Law. The act would be administered by the California Infrastructure and Economic Development Bank. (Introduced 2/18/03)</p> <p>Under current law, until January 1, 2004, buses are given the right-of-way over other vehicles when re-entering traffic under certain conditions. The current statute applies only to four transit districts statewide (including Alameda-Contra Costa Transit and Santa Clara County Transit District in the San Francisco Bay Area). This bill would delete the specified repeal date and would provide that the requirement applies to any transit operator of the listed transit operators for which the governing board of the operator has approved a resolution, after a public hearing on the issue, requesting that the requirement be made applicable to the transit operator, and has transmitted a copy of the resolution to the Commissioner of the California Highway Patrol (CHP). (Amended 6/2/03)</p> <p>Authorizes the City and County of San Francisco Board of Supervisors by ordinance or resolution to require a fee in an amount to be established by the Board of Supervisors to be paid at the time of registration or renewal of registration of every vehicle registered to an address within the city and county. Requires the Department of Motor Vehicles to distribute the revenues derived from the fee to the city and county, after deducting all costs incurred pursuant to these provisions. Requires that money allocated to the city and county under these provisions be expended only to fund programs for the construction, improvement, and maintenance of local streets and highways in the City and County of San Francisco. (Introduced 2/18/03)</p>	<p>Senate Third Reading File</p> <p>Assembly Appropriations Committee</p> <p>Senate Transportation Committee</p> <p>Senate Revenue and Tax Committee. Set for hearing 7/9/03.</p>	

State Assembly Bills	Subject	Status	MTC Position
<b>AB 594 (Leno)</b> Creation of Bicycle Lanes: CEQA Exemption	Exempts from California Environmental Quality Act (CEQA) a project that consists of re-stripping an existing paved right-of-way for bicycle lanes, under specified conditions. (Amended 3/24/03)	Senate Environmental Quality Committee	Support and Seek Amendments
<b>AB 626 (Liu)</b> Fifteen-Passenger Vans	Prohibits school districts, community colleges and the California State University from acquiring 15-passenger vans. Further requires that beginning on January 1, 2005, those school districts, community colleges and the California State University campuses that already own 15-passenger vans on January 1, 2004, limit the operation of those vehicles to persons issued an endorsement for the operation of those vehicles and holding a Class B driver's license. (Amended 6/25/03)	Senate Transportation Committee. Set for hearing 7/8/03.	Oppose Unless Amended
<b>AB 646 (Mullin)</b> Local Agencies: Revenue Sharing	Requires that cities and counties that adopt regional tax revenue-sharing agreements, including contracts that apportion sales tax generated by automobile dealerships or big box retailers, be given priority eligibility by all state agencies in the awarding of competitive state infrastructure funds. (Introduced 2/19/03)	Assembly Local Government Committee	
<b>AB 684 (Dutra)</b> Public Transit Smart Cards	Requires all publicly owned transit operators who develop a smart card system that is placed under contract after December 1, 2005, to develop systems that are capable of interoperability statewide and comply with specified requirements. Further requires that all systems placed under contract prior to December 31, 2005, enable interoperability as the systems are replaced or upgraded. Requires Caltrans and the transit agencies that choose to implement the smart card system to establish a committee of smart card systems managers, including MTC and various Southern California transit operators. Prohibits transit agencies that develop "smart card" systems from selling personal information that may include travel pattern data, address, etc. (Amended 5/6/03)	Assembly Appropriations Committee	

State Assembly Bills	Subject	Status	MTC Position
<b>AB 723 (Matthews)</b> Jobs-Housing Opportunity Zones	Authorizes counties and cities to create infrastructure financing districts in jobs-housing opportunity zones, as defined, to finance public capital facilities in the five-county interregional partnership area of northern California for the purpose of mitigating current and future imbalances of jobs and housing in the counties of Alameda, Contra Costa, Santa Clara, San Joaquin, and Stanislaus. <i>The bill would also require approval by the district's landowners or voters, as specified, of district formation and of bonds to be issued by the district to finance public capital facilities. The bill would authorize affected taxing entities to veto formation of an infrastructure financing district.</i> (Amended 5/5/03)	Senate Local Government Committee	
<b>AB 729 (Lieber)</b> Bay Area Air Quality Management District	Authorizes the bay district to adopt rules and regulations to reduce and mitigate emissions of air contaminants from indirect sources of air pollution, but would prohibit those rules or regulations from infringing upon any local government's authority to plan or control land use. The bill would require the bay district, not later than July 31, 2004, to adopt revised regulations to reduce fugitive emissions and flared gases from oil refineries in the state. (Introduced 2/19/03)	Assembly Committee on Natural Resources	
<b>AB 829 (Salinas)</b> Regional Planning: San Francisco Bay Area	Declares legislative intent that regional planning efforts in the San Francisco Bay Area shall, among other things, be supported through consensus of local jurisdictions, recognize, preserve, and support local land use and transportation policies, be compatible with local land use general plans, encourage local jurisdictions to implement local and regional smart growth objectives through positive incentives, rather than penalties, and be appointed by local jurisdictions to provide equitable and proportional representation in decision-making. (Introduced 2/20/03)	Assembly (Awaiting Committee Assignment)	
<b>AB 875 (Wyland)</b> Fuel Tax and Sales Tax on Gasoline: Return to Source Allocation Formula; Restriction of Expenditures to Hwy Construction	Requires all fuel tax revenues deposited in the Highway Users Tax Account to be apportioned proportionally to each county in which the revenues were generated and to be used solely for freeway construction purposes, effective January 1, 2004. Further requires all revenues deposited in the Transportation Investment Fund (pursuant to Proposition 42) available for transportation capital improvement purposes to be apportioned proportionally to each county in which the revenues were generated and to be used solely for freeway construction purposes. (Introduced 2/20/03)	Assembly Transportation Committee	

State Assembly Bills	Subject	Status	MTC Position
<p><b>AB 935 (Diaz)</b> Santa Clara Valley Transp. Auth.: Benefit Assessment Districts</p> <p><b>AB 980 (Salinas)</b> Housing Element: Self-certification</p> <p><b>AB 1004 (Leslie)</b> Public Transit Operators: Service Cuts</p> <p><b>AB 1011 (Richman)</b> California Twenty- First Century Infrastructure Investment Fund</p> <p><b>AB 1065 (Longville)</b> Local Sales and Use Tax: County Rate</p>	<p>Enacts a process for the Santa Clara Valley Transportation Authority to establish benefit assessment districts relative to its rail lines and to issue revenue bonds in that regard. (Introduced 2/20/03).</p> <p>Provides procedures whereby a city or county may participate in “alternative production-based” certification of its housing element and makes those cities and counties eligible for specified state housing funds in the same manner as other jurisdictions. (Amended 3/28/03)</p> <p>Requires a public transit operator before approving a service reduction or route restructuring of bus service greater than 25 3% of total revenue miles or a fare increase for budget deficit purposes, to conduct a third party competitive procurement process for a route that the operator determines will minimize all, or a portion of, the planned service reduction. Clarifies that the bill does not require the operator to perform this evaluation by contract. (Amended 4/21/03)</p> <p>Assembly Constitutional Amendment No. 11, subject to approval of the voters at the March 2, 2004, statewide election, establishes the California Twenty-First Century Infrastructure Investment Fund in the State Treasury. The measure requires that beginning in the 2006-07 fiscal year, a specified percentage of revenues shall be transferred from the General Fund to the infrastructure fund according to a specified schedule. This bill sets forth specified calculation and distribution formulas for funds transferred from the General Fund to the infrastructure fund pursuant to those provisions. (Introduced 2/20/03)</p> <p>Provides that counties may impose a local sales tax (known as the Bradley-Burns tax) at either 1.25% or 1.5%, effectively offering counties the option of doubling Transportation Development Act (TDA) funds that are dedicated to transit. The bill would require a 2/3-majority vote of the county electorate to pass and would likely compete with other sales tax measures for transportation. (Amended 5/12/03)</p>	<p>Senate Third Reading File.</p> <p>Assembly Housing and Community Development Committee</p> <p>Assembly Transportation Committee</p> <p>Assembly Appropriations Committee</p> <p>Senate Revenue and Tax Committee</p>	<p>Support</p>

State Assembly Bills	Subject	Status	MTC Position
<b>AB 1158 (Lowenthal)</b> General Plans: Housing Element	Revises the procedures for the submission and review of the draft housing element and for determining shares of regional housing need. (Introduced 2/21/03)	Assembly Housing and Community Development Committee	
<b>AB 1221 (Steinberg)</b> Local Sales Tax	On and after July 1, <del>2004</del> <i>of the base fiscal year</i> , prohibits a city from imposing a sales and use tax at a rate in excess of $\frac{3}{4}$ of 1%. For the <del>2004-05</del> fiscal year immediately following the base fiscal year, increases the amount of ad valorem property tax revenue deemed allocated to a county or city in the immediately preceding <del>2003-04</del> fiscal year by that county or city's reimbursement amount, and correspondingly decreases the amount of that same tax revenue allocated to a county's Educational Revenue Augmentation Fund. <i>Provides that a proposed amendment to the state Constitution would impose <math>\frac{1}{2}</math> % sales and use tax increase for allocation to schools. Provides that the bill would become effective only if the Constitutional Amendment is approved by the voters. Increases the state's sales and use tax by a <math>\frac{1}{2}</math> of 1%.</i> (Amended 6/2/03)	Assembly Inactive File	
<b>AB 1268 (Wiggins)</b> Land Use: Growth Zones	<del>Requires by January 1, 2005, that every city, county and city and county designate within a general plan one or more growth zones where the jurisdiction intends to extend infrastructure services (including water supply, wastewater treatment capacity, and public transportation among others) over a 20-year period. Provides that such requirement shall not apply to any jurisdiction that is restricted from developing land beyond that specified in a ballot measure or local ordinance adopted prior to January 1, 2003. Further requires that every city, county, and city and county adopt an inclusionary housing program. Requires that when a local agency revises a general plan to increase the amount of land designated for residential development that the city or county consider the need for land consistent with the community's growth over the subsequent 20-year period. (Amended 6/26/03)</del>	Senate Local Government Committee	



State Assembly Bills	Subject	Status	MTC Position
<p><b>AB 1279 (Horton)</b> HOV Lanes: Transportation Planning Agency Authority</p> <p><b>AB 1320 (Dutra)</b> Transit Village Plan Design</p> <p><b>AB 1409 (Wolk)</b> Bus Length Limitation: Bike Racks</p> <p><b>AB 1410 (Wolk)</b> Surplus Land: Transit Stations</p> <p><b>AB 1487 (Levine)</b> Sales and Use Tax: Infrastructure Projects</p>	<p>Authorizes a transportation-planning agency to design and implement a high-occupancy vehicle (HOV) lane concept that authorizes single occupant vehicles to operate in underutilized HOV lanes on the state highway system within the jurisdiction of the transportation-planning agency. (Introduced 2/21/03)</p> <p>Extends the surrounding land of a transit village development district, currently defined as land within not less than ¼ mile of the exterior boundary of certain rail transit stations, to extend up to ½ mile from a rail station. Also specifies conditions that constitute blight with respect to land surrounding a rail station. (Amended 4/1/03)</p> <p>Allows buses with a length greater than 45 feet to operate on highways if the excess length is caused by a folding device designed to transport bicycles on a route that is approved by the Route Review Committee that is established in the bill. The Route Review Committee would be comprised of a member of the public agency, a traffic engineer, and a representative of the labor organization that is representative of the bus driver. (Amended 6/19/03)</p> <p>Requires that a written offer to sell or lease be sent for the purpose of developing a transit village or transit-oriented development to specified local agencies (Amended 6/9/03)</p> <p>Declares the Legislature's intent to enact legislation that would utilize sales taxes to fund state infrastructure projects. (Introduced 2/21/03)</p>	<p>Assembly Transportation Committee. Hearing canceled.</p> <p>Assembly Housing and Community Development Committee. Hearing postponed.</p> <p>Senate Appropriations Committee</p> <p>Senate Appropriations Committee</p> <p>Assembly (Awaiting Committee Assignment)</p>	<p>Support</p>

State Assembly Bills	Subject	Status	MTC Position
<b>AB 1500 (Diaz &amp; Pavley)</b> Petroleum Pollution Cleanup and Prevention Act	Establishes the Petroleum Pollution Cleanup and Prevention Act of 2003 to require the operator of every refinery to pay a \$1 fee per barrel of crude oil received at a refinery within the state to the Board of Equalization on a monthly basis based on the number of barrels of crude oil received during the previous month. Requires that 15% of revenues from the fee be allocated to the Petroleum Pollution Remediation Account and 85% to the Petroleum Pollution Prevention and Clean Transportation Account, both of which would be established by the bill. Further requires that 90% of the funds allocated to the Transportation Account be expended by Caltrans for projects relating to public and alternative transportation and projects designed to improve clean, alternatively fueled public transportation infrastructure. (Introduced 2/21/03)	Assembly Transportation Committee. Hearing canceled.	
<b>AB 1546 (Simitian)</b> San Mateo County: Vehicle Fee	Authorizes the City/County Association of San Mateo County to impose an annual fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm water pollution within San Mateo County. Requires the Department of Vehicles to collect the fee and distribute the proceeds. Provides that the fee would terminate on January 1, 2009. (Amended 4/22/03)	Senate Transportation Committee. Set for hearing 7/8/03.	
<b>AB 1717 (Assembly Transportation Committee)</b> Seismic Retrofit Reporting Requirements	Omnibus bill deleting various provisions related to reporting requirements for the Department of Transportation on the subject of air transportation responsibilities, project delivery, and capital outlay support requirements. Amends existing requirement for the Department of Transportation to report on seismic retrofit work on the toll bridges from annually to quarterly beginning on January 1, 2004. (Amended 6/30/03)	Senate Appropriations Committee	
<b>AB 1718 (Assembly Transportation Committee)</b> Omnibus Bill	Omnibus bill containing various provisions related to transportation and motor vehicles. (Amended 6/9/03)	Senate Transportation Committee	

State Assembly Bills	Subject	Status	MTC Position
<b>AB 1751</b> <b>(Assembly Transportation Committee)</b> Transportation Finance	Provides that due to partial suspension of Proposition 42, only \$289 million of the total amount shall be allocated to transportation in FY 2003-04. Of the amount transferred, \$189 million would be appropriated to the Department of Transportation for the Traffic Congestion Relief Program, including up to \$31 million for support of that program. The remaining \$100 million would be transferred to the State Highway Account as a partial repayment of previously authorized loans from that account to the Traffic Congestion Relief Fund and would be used for the State Transportation Improvement Program (STIP). Caps the so-called "spillover" in the Public Transportation Account at \$87.4 million for FY 2003-04. (Amended 6/23/03)	Senate Third Reading File	
<b>ACA 7</b> <b>(Dutra)</b> Local Transportation Sales Taxes: 55% Vote	Amends the State Constitution to authorize a local transportation agency or a regional transportation agency to impose an additional sales and use tax for a period of 20 to 30 years at a rate of 0.5% exclusively for transportation purposes if the tax is approved by 55% of the voters of the jurisdiction voting on the tax. Specifies that the Sonoma-Marín Area Rail Transit District would be designated a Regional Transportation Planning Agency. (Amended 5/22/03)	Assembly Third Reading File	Support and Seek Amendments
<b>ACA 9</b> <b>(Levine)</b> Special Tax: Majority Vote Threshold	Authorizes a city, county or a special district to impose a qualified special tax to fund capital infrastructure projects with the approval of a majority of voters on condition that 1) measure limits the use of the revenues to fund a specified capital infrastructure project(s); 2) the tax will be imposed only during a specified time period or the tax will be imposed only until it generates revenues that do not exceed 25 percent of the total estimated cost of the capital infrastructure construction project(s); 3) the measure provides a method by which a taxpayer receives a proportional refund of the taxes paid by the tax that exceed the final cost of the capital infrastructure project(s). (Amended 4/21/03)	Assembly Third Reading File	Support
<b>ACA 11</b> <b>(Levine)</b> Local Government: General Obligation Bonds for Infrastructure	Provides an exception to the maximum 1 percent rate for real property on condition that funds are used to finance debt service for infrastructure projects, as approved by 55% of voters voting on the proposition. Defines infrastructure projects to include but not be limited to streets and roads, highways, transportation systems and facilities, among other items. (Introduced 4/21/03).	Assembly Third Reading File	

State Assembly Bills	Subject	Status	MTC Position
<p><b>ACA 14 (Steinberg)</b> Special taxes: Vote Threshold</p> <p><b>ACR 39 (Chan)</b> San Francisco-Oakland Bay Bridge Bicycle Path</p>	<p>Authorizes a local government, with the approval of a majority 55% of its voters voting on the proposition in an election to impose a special tax that it is otherwise authorized by law to impose if the tax is imposed exclusively to fund local infrastructure projects on the condition that: 1) the local government proposing the tax has developed an infrastructure plan, with a local citizen advisory committee appointed by the legislative body of that local government and 2) the infrastructure plan include the following: a) a designation of an agency to implement, administer and authorize expenditures in the plan; b) a requirement that the citizen's advisory committee have the power to review compliance with the plan; c) a requirement that any amendment to the plan be approved by a two-thirds vote of the membership of the governing board authorizing the tax or a majority of the qualified voters of the local government on the amendment in an election. Specifies how the funds must be spent as follows: <del>Not more than 25%</del> <i>At least 20 percent</i> for general infrastructure; at least 25% for conservation of land for agricultural use or open space; at least 25% for construction of emergency shelters and housing available to low-income households; and at least <del>25</del> <i>20%</i> for neighborhood improvements. (Amended 6/23/03)</p> <p>Designates the bicycle-pedestrian path on the San Francisco-Oakland Bay Bridge as the Alexander Zuckermann Bicycle-Pedestrian Path. The measure would request the Department of Transportation to determine the cost of appropriate plaques and markers showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect appropriate plaques and markers. (Amended 5/28/03)</p>	<p>Assembly Third Reading</p> <p>Assembly Unfinished Business File</p>	<p>Support</p>

State Senate Bills	Subject	Status	MTC Position
<p><b>SB 7X (Committee)</b> Local and State Government</p> <p><b>SB 91 (Flores)</b> High Speed Rail Authority</p> <p><b>SB 114 (Torlakson)</b> Relocation of Retailers</p> <p><b>SB 158 (Alarcon)</b> Displaced Public Transit Employees</p> <p><b>SB 170 (Torlakson)</b> San Francisco Bay Area Infra- structure Planning</p> <p><b>SB 234 (Oller)</b> Access to Carpool Lanes for Vehicles with Disability Placard</p>	<p>Provides that the balance of funds in the Aeronautics Account credited to airport subaccounts may be transferred to the General Fund, upon appropriation by the Legislature. (Amended 4/28/03)</p> <p>Transfers all of the duties and responsibilities of Caltrans relative to intercity rail passenger service to the High-Speed Rail Authority. Requires the authority to conduct a review of all programmed intercity rail projects that have not received an allocation of state funds as of January 1, 2004 and only to proceed with the implementation of projects that are determined to be complementary to the high-speed rail service. (Introduced 1/28/03)</p> <p>Eliminates the authority of a redevelopment agency or local agency to provide any form of financial assistance to vehicle dealer or big box retailer that is relocating from the territorial jurisdiction of one community to the territorial jurisdiction of another community but within the same market area. (Amended 4/08/03)</p> <p>Establishes a bidding preference for public transit service contractors and subcontractors who agree to retain certain employees who were employed to perform essentially the same services by the previous contractor. Provides that contractors or subcontractors who agree to retain employees under the bill's provisions must offer employment to those employees except for reasonable cause. (Amended 6/12/03)</p> <p>Declares the Legislature's intent that cities, counties and regional agencies in the San Francisco Bay Area begin a constructive dialogue regarding how to deal with infrastructure challenges resulting from anticipated increases in population. (Introduced 2/12/03)</p> <p>This bill would require Caltrans to grant access to carpool lanes or ramps to vehicles that display a distinctive license plate or placard issued to a disabled person regardless of the number of occupants in the vehicle. (Introduced 2/14/03)</p>	<p>Assembly</p> <p>Senate Transportation Committee</p> <p>Assembly Appropriations Committee</p> <p>Senate Unfinished Business File</p> <p>Senate Rules Committee</p> <p>Senate Transportation Committee (failed passage)</p>	

State Senate Bills	Subject	Status	MTC Position
<b>SB 321</b> <b>(Torlakson)</b> Infrastructure Investment Bonds	Enacts the Invest in California Infrastructure Bond Act for the issuance of \$15 billion in general obligation bonds. The funds would be administered as follows: \$8 billion by the California Transportation Commission, in consultation with the Department of Housing and Community Development. Specifies that of the \$8 billion, \$4 billion shall be available for projects included in the Traffic Congestion Relief Program any year that Proposition 42 is suspended. The remaining \$4 billion shall be allocated as follows: \$2 billion to the interregional partnership program to address jobs/housing imbalance and \$2 billion for projects that: 1) reduce jobs/housing imbalance; 2) provide alternatives to the automobile; 3) purchase open space; and 4) provide for smart growth planning. The remainder of the funds would be allocated as follows: \$3 billion by the Department of Housing and Community Development; \$4 billion by the California Infrastructure and Economic Development Bank. Specifies that the \$8 billion to be administered by the CTC would be a loan fund consisting of 50% bond funds and 50% local matching funds for projects that encourage public transit or bicycle-and-pedestrian friendly development and for completion of Traffic Congestion Relief Projects designated in law in Chapter 91, Statutes of 2000. (Amended 5/13/03)	Senate Appropriations Committee	
<b>SB 367</b> <b>(Sher)</b> Bus Length Limitation: Bike Racks	Removes current prohibition against folding bicycle racks on 45-foot commuter buses, and makes the treatment of these buses consistent with 40- and 60-foot buses. (Introduced 2/19/03)	Senate Transportation Committee	
<b>SB 380</b> <b>(McClintock)</b> High-Occupancy Vehicle Lanes: Study	Requires Caltrans, on or before January 1, 2005, to evaluate and establish standards for all existing high-occupancy vehicle (HOV) lanes under their jurisdiction. Requires Caltrans to include a traffic model study comparing the alternatives of establishing an HOV lane, establishing a high-occupancy toll lane, establishing a mixed-flow lane, or not establishing additional lanes, among various other requirements. (Introduced 2/19/03)	Assembly Transportation Committee. Set for hearing on 7/7/03.	

State Senate Bills	Subject	Status	MTC Position
<b>SB 465 (Soto)</b> Transit Village Plan: Design	Requires the Office of Planning and Research to convene a task force to create statewide guidelines that incorporate the best available practices for transit village planning and design. Requires that the guidelines be completed, adopted, and published by October 1, 2004, and serve as advisory guidelines to local government agencies, cities, and counties. Amends existing law related to transit village planning to extend the land of a transit village development district from ¼ mile to ½ mile from a rail transit station. Requires that certain percentages of units be available at affordable housing cost to very low, low, and moderate-income families. (Amended 4/29/03)	Senate Appropriations Committee	Support
<b>SB 509 (Figueroa)</b> State Highway Route 238	<del>Deletes the provisions of existing law that</del> Prohibits the California Transportation Commission from approving a local alternative transportation improvement program <i>as it relates to a planned state transportation facility was to be located on State Highway Route 238</i> submitted after July 1, 2010. <del>January 1, 1988 as it relates to authorizing a city or county in which a planned state transportation facility was to be located on State Highway Route 238 to develop and file a local alternative transportation improvement program.</del> (Amended 6/10/03)	Assembly Transportation Committee	
<b>SB 541 (Torlakson)</b> Motor Vehicle Fuel Tax Increase	Requires the Motor Vehicle Fuel Tax <i>and the diesel fuel tax</i> be adjusted for inflation beginning in 2004. Provides that the amount of the increase shall be limited by the retail price of gasoline such that no increase shall be allowed until the price of gasoline falls below \$2 per gallon. Further imposes a storage tax equal to the inflation adjustment amount on each gallon of motor vehicle and diesel fuel tax paid. (Amended 5/1/03)	Senate Transportation Committee. Failed passage; reconsideration granted.	
<b>SB 585 (Soto)</b> Freight Movement Bond Act	This bill would declare the intent of the Legislature to enact a general obligation bond measure for submission to the voters for their approval in order to provide funding to facilitate freight movement including, but not limited to, construction of railroad-highway grade separations and addition of truck lanes on highways. (Introduced 2/20/03)	Senate Rules Committee	

State Senate Bills	Subject	Status	MTC Position
<b>SB 708 (Florez)</b> Air Pollution: Motor Vehicles	Expands the repair assistance program to include the owner of a motor vehicle who was issued a notice to correct for an alleged violation of unlawful motor vehicle exhaust discharge if the vehicle subject to that notice has failed a smog check inspection subsequent to receiving that notice. Increases the allowable fine upon conviction of a second or subsequent violation of unlawful motor vehicle exhaust discharge from not less than \$100 to not less than \$135, nor more than \$285 rather than the current \$250, upon the conviction of a second or subsequent smog check violation. (Amended 5/27/03)	Assembly Transportation Committee. Set for hearing on 7/7/03.	
<b>SB 760 (Scott)</b> Lease/Leaseback Transactions	Extends sunset date for a current sales tax exemption for lease/leaseback transactions involving equipment used in the provision of public transportation services from January 1, 2004 to January 1, 2009. Requires the Legislative Analyst's Office to submit a study on the impact of the exemption by January 1, 2009. <i>Clarifies that the measures provisions would be operative beginning on January 1, 2004.</i> (Amended 6/30/03)	Assembly Revenue and Tax Committee. Set for hearing 7/7/03.	Support
<b>SB 795 (Karnette)</b> Motorist Aid Program	Authorizes a service authority established for freeway emergencies to use funds not needed for motorist-aid call box programs for freeway service patrol programs. <i>This bill would authorize a service authority to operate the freeway service patrol in the county or region in which the authority was created, but would require it to obtain approval from any other agency operating a freeway service patrol in the county or region.</i> (Amended 6/30/03)	Assembly Transportation Committee. Set for hearing 7/7/03.	Support
<b>SB 825 (Torlakson)</b> Bicycle/Pedestrian Funding	Creates the Pedestrian and Bicyclist Mobility and Safety Fund in the State Treasury. Declares legislative intent to promote safer conditions for pedestrians and bicyclists and to encourage more Californians to participate in physical activities such as bicycling and walking. (Introduced 2/21/03)	Senate Transportation Committee. Hearing canceled.	



State Senate Bills	Subject	Status	MTC Position
<p><b>SB 915</b> <b>(Perata)</b> San Francisco Bay Area Water Transit Authority</p> <p><b>SB 916</b> <b>(Perata)</b> Bridge Toll Increase: State- Owned Bay Area Bridges</p>	<p>Deletes the existing requirements that (1) the Water Transit Authority's (WTA) plan be statutorily approved by the Legislature prior to operation of a water transit system, and (2) that WTA be funded through the annual Budget Act. Provides that WTA shall be funded from proposed increases in bridge tolls as proposed in SB 916. Specifies that WTA shall not be an eligible claimant for local transportation funds or state transportation assistance funds. Revises other provisions relating to safety of vessel operations and air quality standards of vessels operated by the authority. Provides that the authority shall dedicate at least one vessel to employ biodiesel fuel. Provides that any requirements imposed as a result of the bill shall be contingent upon funding provided by increased bridge tolls as proposed in SB 916. <i>Revises the process for negotiations between the authority and transit operators relative to implementation of water transit services and related ground transportation terminal access services .</i> (Amended 6/30/03)</p> <p>Requires the City and County of San Francisco and Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano Counties to conduct a special election in March 2004 on a proposed increase of \$1 in the amount of the base toll rate charged on the state-owned toll bridges in that area. Makes technical changes to existing statute to clarify the role of the Bay Area Toll Authority (BATA). Provides an expenditure plan for how the funds would be spent that includes \$1.4 billion in capital funding for projects and \$48 million in annual transit operations funding from 2016 and thereafter. Requires that MTC adopt a regional rail study, an integrated fare program, and a connectivity study makes various clean-ups to existing law related to BATA. <i>Clarifies which duties shall be assigned to the Bay Area Toll Authority versus the Metropolitan Transportation Commission.</i> (Amended 6/30/03)</p>	<p>Assembly Transportation Committee. Set for hearing 7/7/03.</p> <p>Assembling Transportation Committee</p>	<p></p> <p>Support and Seek Amendments</p>

State Senate Bills	Subject	Status	MTC Position
<b>SB 924 (Karnette)</b> California Freight Advisory Commission	Creates the Global Gateways Development Council within state government in order to collect information about important commercial transportation needs and advise the Legislature, the Department of Transportation, the California Transportation Commission and regional transportation planning agencies concerning the needs of commercial transportation in California. The Council would consist of eight members to be selected by the Senate Committee on Rules and the Speaker of the Assembly, each of who shall appoint four members. The members shall be representative of the commercial transportation sector and shall include but not be limited to representatives of the maritime, rail and trucking industries, seaports, multimodal shipping firms, and commercial transportation labor organizations. Provides that the chapter creating the Council shall remain in effect only until January 1, 2011. (Amended 5/8/03)	Senate Appropriations Committee. Held in committee.	
<b>SB 957 (McClintock)</b> Highways: Transportation Gridlock Emergencies	Requires the Department of Transportation to prepare and submit an annual report to the Governor and the Legislature that contains a list of state highways based on the daily vehicle hours of delay for the highway. (Introduced 2/21/03)	Senate Transportation Committee. Failed passage; reconsideration granted.	
<b>SB 963 (McClintock)</b> STIP Process	Declares the Legislature's intent to revise the State Transportation Improvement Plan (STIP) process. (Introduced 2/21/03)	Senate Rules Committee	
<b>SCA 2 (Torlakson)</b> Local Transportation Taxes: Majority Vote	Amends the State Constitution to authorize a county, city and county, or a regional transportation agency, with approval of a majority of its voters voting on the proposition, to impose a special tax that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning. Requires that at least 25% of the revenues be used for the purposes of smart growth planning. (Amended 2/20/02)	Senate Third Reading File	Support and Seek Amendments

State Senate Bills	Subject	Status	MTC Position
<p><b>SCA 7 (Murray)</b> Loans of Transportation Revenues</p> <p><b>SCA 11 (Alarcon)</b> Local Government: Special Taxes and General Obligation Bonds</p>	<p>Requires that any loan of motor vehicle fuel revenue or funds from the Public Transportation Account must be repaid within the fiscal year of the loan, or must be repaid in full, with interest at the rate of the Pooled Money Investment Account, within three fiscal years from the date of the loan and one of the following has occurred: the Governor has declared a state of emergency or General Fund revenues for the current fiscal are projected to be lower than for the previous fiscal year when adjusted for inflation. (Amended 4/28/03)</p> <p>Authorizes a local government, with the approval of a majority of its voters voting on the proposition in an election, to incur indebtedness in the form of general obligation bonds or to impose a special tax under the condition that the revenues generated would be spent according to the following formula: <del>at least 25%</del> <i>Not more than 30%</i> for construction of affordable housing; at least <del>25</del> 20% for transportation enhancement activities; at least <del>25</del> 20% for acquisition of open space; <i>at least 20%</i> for general infrastructure; <i>with any remainder allocated for any of the above categories.</i> (Amended 6/23/03)</p>	<p>Senate Appropriations Committee</p> <p>Senate Committee on Constitutional Amendments</p>	<p>Support</p>

Federal Bills	Subject	Status	MTC Position
<p><b>H.R. 1052</b> <b>(Blumenauer)</b> Bicycle Commuting</p> <p><b>H.R. 1148</b> <b>(Millender-McDonald)</b> Public Transportation Systems Vulnerability Assessment and Reduction Act of 2003</p> <p><b>H.R. 1394</b> <b>(Johnson)</b> Promoting Intermodal Passenger Transportation</p> <p><b>H.R. 1491</b> <b>(Oberstar)</b> Securing Transportation Energy Efficiency for Tomorrow Act of 2003</p>	<p>Amends the Internal Revenue Code of 1986 to extend the transportation fringe benefit to bicycle commuters. (Introduced 3/4/03)</p> <p>Directs the Secretary of Homeland Security to carry out activities to assess and reduce the vulnerabilities of public transportation systems. The bill proposes \$8 million annually through FY 2006 for projects equipment, training, etc. to ensure preparedness of public transportation systems. The Secretary shall allocate amounts made available for grants under this section in a fiscal year among eligible transportation agencies based on the needs of the agencies for emergency preparedness and response training and equipment. Not less than 10 percent of such amounts shall be allocated to eligible transportation agencies in non-urban areas. (Introduced 3/6/03)</p> <p>To amend title 49, United States Code, to authorize programs and activities to promote intermodal transportation of passengers, and for other purposes. Three programs are added with the authorizations shown: 1) Intermodal transportation facilities program (\$100 million annually from FY 2004 through FY 2009); 2) Rural connections to airports (\$30 million for FY 2004-FY 2006 and \$35 million for FY 2007-FY 2009); and 3) National transportation information system (\$20 million for FY 2004-2005 and FY 2006 - FY 2009). (Introduced 3/20/03)</p> <p>Authorizes programs and activities to improve energy use related to transportation and infrastructure facilities. Creates programs related to fuel cell bus development, bicycling, and other programs to monitor fuel efficiency and energy conservation for surface, air, rail, and public buildings. Extends transportation fringe benefit to commuters who bicycle, carpool, or use car-sharing. (Introduced 3/27/03)</p>	<p>House Ways and Means Committee</p> <p>House Transportation and Infrastructure Committee</p> <p>House Transportation and Infrastructure Committee</p> <p>House Committees on Transportation and Infrastructure; Science; Ways and Means; Resources; Financial Services; International Relations</p>	

Federal Bills	Subject	Status	MTC Position
<p><b>H.R. 1617 (Lipinski)</b> National Rail Infrastructure Program Act</p> <p><b>H.R. 1767 (Kennedy)</b> Freeing Alternatives for Speedy Transportation (FAST)</p> <p><b>H.R. 1980 (Kilpatrick)</b> Safety, Accountability, and Funding Efficiency for Transportation Act of 2003</p> <p><b>H.R. 2088 (Young)</b> Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA)</p>	<p>Creates the National Rail Infrastructure Program Trust Fund to pay for the following eligible activities: projects to maintain and increase track and intermodal yard capacity, to acquire rights-of-way for future expansion, to separate railroad and road crossings and make other railroad and road interface improvements, to separate rail-to-rail crossings, to integrate railroad systems, and to construct, repair, and rehabilitate track and related supporting structures. Funds distributed to states based on the following factors as determined by the Secretary of Transportation: 1) the number of rail miles in the State; 2) the number of rail cars loaded in the State; 3) the number of rail cars unloaded in the State; and 4) the number of railroad and public road grade crossings in the State. (Introduced 4/3/03)</p> <p>Amends Title 23, United States Code, to empower State and local authorities to impose fees on interstate highways to finance highway expansion projects. Permits the toll collection to be operated by private or public entities, allowing for a “reasonable rate of return” for the financing. Requires that the toll be removed after the project’s costs are met. (Introduced 4/11/03)</p> <p>Requires government agencies carrying out surface transportation projects to conduct a cost-benefit analysis before procuring architectural, engineering, and related services from a private contractor, and for other purposes. (Introduced 5/6/03)</p> <p>Authorizes funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. (Introduced 5/14/03)</p>	<p>House Committees on Transportation and Infrastructure; Ways and Means</p> <p>House Transportation and Infrastructure Committee</p> <p>House Transportation and Infrastructure Committee</p> <p>House Committee on Energy and Commerce</p>	

Federal Bills	Subject	Status	MTC Position
<p><b>H.R. 2192 (Oberstar)</b> Surface Transportation Board Reform Act of 2003</p> <p><b>H.R. 2208 (Voinovich)</b> Highway Funding Equity Act of 2003</p> <p><b>S. 104 (Hollings)</b> National Defense Rail Act</p> <p><b>S. 597 (Grassley)</b> Providing Energy Tax Incentives</p> <p><b>S. 919 (Burns)</b> Railroad Competition Act of 2003</p> <p><b>S. 929 (McCain)</b> Over-the-Road Bus Security and Safety Act of 2003</p>	<p>Authorizes appropriations for the Surface Transportation Board, to enhance railroad competition, and for other purposes. Permits commuter rail agencies to make an agreement with a rail carrier or regional transportation authority to use facilities of, and have services provided by, the carrier or authority in the same manner and under the same conditions as may Amtrak under section 24308. (Introduced 5/21/03)</p> <p>Modifies minimum guarantee to ensure that each state receives 95 percent of its percent contributions into the Highway Trust Fund (other than the Mass Transit Account). (Introduced 5/22/03)</p> <p>Establishes a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and for other purposes. (Introduced 1/7/03)</p> <p>Moves a portion of the taxes from gasohol, or gasoline blended with ethanol, from the general fund into the Highway Trust Fund to ensure that fuel taxes are used for highways, not unrelated government programs. (Introduced 3/11/03)</p> <p>Amends Title 49, United States Code, to enhance competition among and between rail carriers in order to ensure efficient rail service and reasonable rail rates, and consistent service for shippers. (Introduced 4/11/03)</p> <p>Directs the Secretary of Transportation to make grants for security improvements to over-the-road bus operations, and for other purposes. (Introduced 4/28/03)</p>	<p>House Transportation and Infrastructure Committee</p> <p>House Transportation and Infrastructure Committee</p> <p>Senate Commerce, Science and Transportation Committee</p> <p>Senate Finance Committee</p> <p>Senate Commerce, Science and Transportation Committee</p> <p>Senate Commerce, Science and Transportation Committee</p>	

Federal Bills	Subject	Status	MTC Position
<p><b>S. 1072 (Inhofe)</b> Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA)</p> <p><b>S. 1090 (Voinovich)</b> Highway Funding Equity Act of 2003</p> <p><b>S. 1093 (Snowe)</b> Transportation Fringe Benefit</p>	<p>Authorizes funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. (Introduced 5/15/03)</p> <p>Modifies minimum guarantee to ensure that each state receives 95 percent of its percent contributions into the Highway Trust Fund (other than the Mass Transit Account). (Introduced 5/21/03)</p> <p>Amends the Internal Revenue Code of 1986 to extend the transportation fringe benefit to bicycle commuters. (Introduced 5/29/03)</p>	<p>Senate Environment and Public Works Committee</p> <p>Senate Environment and Public Works Committee</p> <p>Senate Finance Committee</p>	

**California Legislature**  
2003-04 Regular Session Calendar

<p>January 2003</p> <p>1 Statutes take effect</p> <p>6 Legislature reconvenes</p> <p>10 Budget must be submitted by Governor</p> <p>18 Last Day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in 2001</p> <p>24 Last day to submit bill requests to the Office of Legislative Counsel</p>	<p>July</p> <p>11 Last day for policy committees to meet and report bills</p> <p>15 Summer recess begins at the end of this day's session if budget bill has been enacted</p>
<p>February</p> <p>21 Last day to introduce bills</p>	<p>August</p> <p>18 Legislature reconvenes</p> <p>29 Last day for fiscal committees to meet and report bills to the floor</p>
<p>April</p> <p>10 Spring Recess begins at end of this day's session</p> <p>21 Legislature reconvenes</p>	<p>September</p> <p>1- Floor session only. No committees other than committee on rules or conference committees may meet for any purpose</p> <p>12</p> <p>5 Last day to amend bills on the floor</p> <p>12 Interim study recess begins at the end of this day's session</p>
<p>May</p> <p>2 Last day for policy committees to hear and report fiscal bills to fiscal committees introduced in their house</p> <p>9 Last day for policy committees to hear and report non-fiscal bills introduced in their house to the floor</p> <p>23 Last day for fiscal committees to hear and report to the Floor bills introduced in their house</p> <p>30 Last day for policy committees to meet prior to June 9</p>	<p>October</p> <p>12 Last day for Governor to sign or veto bills passed by the Legislature on or before September 12 and in his possession on or after September 12</p>
<p>June</p> <p>6 Last day for bills to be passed out of the house of origin</p> <p>9 Committee meetings may resume</p> <p>15 Budget must be passed by midnight</p>	<p>January 2004</p> <p>1 Statutes take effect</p> <p>5 Legislature reconvenes</p>



**108th United States Congress**  
2003 Session Calendar

<p>January</p> <p>7 Senate and House convene</p> <p>20 Senate and House recess for Martin Luther King, Jr. Day</p> <p>27 Senate and House reconvene</p> <p>28 State of the Union address</p>	<p>July</p> <p>28-</p> <p>Sept. 2 Summer District Work Period</p>
<p>February</p> <p>12 Lincoln's Birthday</p> <p>17-21 Presidents' Day Recess</p>	<p>August</p>
<p>March</p>	<p>September</p> <p>1 Labor Day</p> <p>27 Rosh Hashanah Holiday</p>
<p>April</p> <p>14-25 Spring District Work Period</p> <p>17 Passover</p> <p>20 Easter</p>	<p>October</p> <p>1 New fiscal year</p> <p>3 House and Senate target adjournment date</p> <p>6 Yom Kippur</p> <p>13 Columbus Day Holiday</p>
<p>May</p> <p>26-30 House and Senate Memorial Day Recess/District Work Period</p>	<p>November</p> <p>4 Election Day</p> <p>11 Veterans Day Holiday</p> <p>27 Thanksgiving Holiday</p>
<p>June</p> <p>30- Independence Day District Work Period</p> <p>July 4</p>	<p>December</p> <p>20 Hanukkah Holiday</p> <p>25 Christmas Holiday</p>